SUBJECTS.

were so primitive that they were always in a chronic state of want, as sufficient fish could not be obtained to maintain them. He then referred to their disabilities in the matter of curing fish for want of curing yards and on account of the delay in getting salt. The Member therefore prayed (1) that Government should establish fish curing yards at convenient centres, (2) that salt for fish curing might be issued at cost price, free of duty, from the yards, as in British India, and (3) that an expert be appointed to investigate the question of fisheries with a view to advise the Government on the methods of developing the industry.

Dewan's reply.—The Government recognize the importance of the subject. The matter will be enquired into.

V. Public Works.

47. The construction of roads and bridges and the maintenance of roads in the Cardamom Hills by the Revenue Department.

Mr. P. M. Ramaswami Raja (Member, Devicolam taluk) said that many acres of land had been brought under cultivation in the taluk and that extensive tracts for tea, coffee and other produce had been opened. The inhabitants of the place were labouring under difficulties in the matter of sending out the produce of these lands and of bringing in necessary articles for their use, for want of roads. The Member prayed that the Government might be pleased to order (*a*) the construction of three main roads, Kumili to Devicolam, Devicolam to Chathanpara, and Kambam to Oodambanchola, (*b*) the construction of the necessary branch roads 6 ft. in breadth leading to the residences of those inhabitants who had brought under cultivation not less than 100 acres, and (*c*) that the Revenue authorities should look after the maintenance of these roads thrice in a year.

Dewan's reply.—Noted.

48. Modifications necessary in the toll system newly introduced at Kuzhithurai in the case of the inhabitants living near the toll gate.

Mr. C. Raman Tampi (Member, Vilavancode taluk) represented that the toll levied at Kuzhithurai was said to be for the maintenance of the road, and that he did not understand why the toll should be levied at that particular locality, if it was intended for the maintenance of the road, so as to affect the people of that locality more than others. The road ought to be properly cared for since a cess is collected for its maintenance, but on the contrary it was seen that neither lights were kept, nor proper metalling was done. He said that the travelling public from Aramboly to Marthandam and from Trivandrum to Kuzhithurai had to pay nothing on account of this toll, though the traffic was greater in those parts. It was not proper that loaded carriages and bicycles should be taxed alike. In his opinion, the charge must depend on the extent of damage done to the road.

LIBRARY ARCHIVES Kerala Legislative Assembly

SUBJECTS.

Dewan.—Is it possible to charge bandies according to the damage they do to the road?

Member.—Even though that was not possible, some distinction must be made between a bandy and a bicycle. Bandies carrying disabled men should be exempted from paying the toll. He then pointed out that the people in the locality had to pay cess a hundred times more than others, in that the former had to pass and repass the toll gate at all times in connection with their daily needs and occupations. It was not equitable that some people only should pay for the maintenance of the road, while others did not, and he urged that some changes should be effected. The amount actually necessary for the upkeep of the road should alone be collected, and not more.

Dewan.—The annual outlay on the maintenance of this road is about Rs. 40,000.

Member.—The cess was formerly collected for 40 years and the interest calculated on the collection for those years would be sufficient to meet the annual maintenance.

Dewan.—The toll revenue now would come to only about Rs. 15,000.

The Member continued and said that, in British India, one had to pay toll only once in 24 hours, but here the people had to pay many times a day and that even bicycles carried in carts were charged separately. All that the Member prayed for was that some special concession should be granted to the people living near the toll gate who had to pass the gate frequently.

Dewan.—The Government recognize that some concession *is* necessary in the case of those who live near the gate. The Chief Engineer will be asked to report about this.

49. The bad state of the existing roads in the High Ranges and the great delay in completing those under construction.

Mr. A. J. Wright (Member, K. D. Planters' Association) spoke on the unsatisfactory state of the existing roads for want of proper repairs and on the necessity for completing the roads under construction. First, he referred to the Northern Outlet Road and said that the road was a very important one, in that foodstuffs were imported by that way, but that the maintenance was not properly attended to. Next, he said that the repairs of the road from Munnar to Taliar seemed to be not lasting and suggested that the contract to maintain the same might be given to the Planters. Then he referred to the road from Munnar to Devicolam and pointed out that the present state of the bridle paths leading to these roads was dangerous to horses and suggested the desirability of widening the paths.

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